

not be safe. "*Carthago delenda est.*" Had those gentlemen however submitted candid views on this subject, it would not be my purpose to examine it. But as their statements have been imbued with the colourings of their prejudices and jealousies, it behoves me to examine them. The Senator of Wake has pronounced it "as idle, to talk of making Fayetteville a great mart of trade, as Raleigh, by the navigation of *Crabtree and Rocky branch*, that the God of nature had placed his veto upon it, that vast sums have been spent upon the navigation of the Cape Fear without the *slightest benefit*—and that they have all resulted in a *dead loss*—and that a few weeks without rain about Christmas, causes salt to advance from 20 to 40 cents a bushel—and that she can't compete with Cheraw, because of the expences of exportation." Here are loose charges; evidently made without reflection; exaggerated by feeling, and without reference to any authority or evidence to support them. To show that they are greatly exaggerated or unfounded, I will ask the attention of the House, to the testimony of witnesses who were *disinterested* when they spake, and who from their high standing—professional science and skill—experience or opportunities of information, are the highest authority on this subject.

Few men in our State, have been more distinguished for talents, laborious industry, and a comprehensive knowledge of its resources, than Judge Murphey. He travelled over every part of the State, examined all our principal rivers and devoted in and out of the Legislature, great attention to the whole subject of internal improvements. I quote from his memoirs on the Internal Improvements of the State, published in 1819, pages 21, 29, 37, 44 and 45.

"The Inlet at Cape-Fear is the best in the State, and is better situated than any other for the general commerce of the middle and western counties. The superiority of its inlets and the *excellence* of its navigation to Fayetteville, have long made the *Cape-Fear* the principal channel of commerce in this State. The exports from Wilmington have generally doubled and often trebled the exports from all our other ports. *This river claims peculiar consideration*, for the facilities of bringing to it for shipment, the productions of one half of the agricultural part of the State. It derives importance from its numerous tributary streams, most of which are navigable almost to their sources. None of the internal improvements contemplated by the Legislature is of more importance to the interest and character of the State, than the junction of the Pedee with the Cape Fear. The markets on the Cape-Fear are more convenient to the whole country watered by the Pedee and its branches, than the markets of South-Carolina, and the distance on the S. Carolina line to Wilmington, even by way of Fayetteville, along the proposed route to that town, is shorter than the distance from Suedsborough to Georgetown along the Pedee. And as the depth of water over the bar at Georgetown forbids the expectation that a large commercial town can grow up at that place, the planters and farmers on the Pedee and its branches, will have their interests much advanced by opening to them the markets on Cape Fear." Next is the testimony of the Rev. Joseph Caldwell, President of our